

**Q&A for AGF for
FFY 2022 State Traffic Safety Information System Improvements Grant,
Section 405(c) Funding**

as of 12/6/21

Q. I am looking into applying for the State Traffic Safety Information System Improvements Grant, but I am having difficulties figuring out what I could actually apply for? Am I allowed to apply for anything that would improve citation, crash, driver, EMS/Injury surveillance, roadway or vehicle or is it restricted to improvements to just the software/tracking data bases?

For instance would I be allowed to try and request new laptops for our cruisers so that MACCS works better or so we can have MACCS in all of our cruisers? Would I be able to request funding to get traffic cameras in town? Can I request funding for other safety items such as flashing school zone signs in town?

Basically can you translate what I can apply for in law enforcement terms? I don't know if I am just over thinking it or what, but I've read the application and paperwork several times and I am still confused.

A. The allowable uses of Section 405c funding detailed in this Availability of Grant Funds (AGF) are not limited to software improvements for the related data bases.

As noted in the AGF, any request to use these grant funds for equipment/software purchases must address a project need and be necessary for project implementation. No equipment purchase can be a 'stand-alone' one, but rather must be part of a broader project. See AGF and application for other response requirements.

In your example, it would be necessary to show how the proposed project would improve one or more performance attributes of the citation and/or crash systems (shown through a minimum of one appropriate measurable benchmark and performance measure) and meet at least one unmet related recommendation from the Commonwealth's 2019 Traffic Records Assessment. Additionally it would be required to show how the proposed laptop purchase aligns with MACCS and what other supporting efforts (405-c grant-funded or otherwise) would be undertaken to assist the impact of the project. The latter would be essential to show the project wasn't a stand-alone purchase. See AGF and application for other response requirements.

Security cameras were listed (page 7) in the AGF as an unallowable purchase under this grant program, and we would consider traffic cameras to be unallowable as well under this limitation. Likewise we would include flashing school zone signs as unallowable. Please

continue to monitor other grant funding opportunities from the Office of Grants and Research to possibly support these community needs.

Q. Regarding our current funding, how are you measuring the 30% complete requirement for applying for new funds?

A. As for the AGF requirement for a current grant award to be 30% or more complete at time of application for a new grant award, it will be determined to be met by how much funding is actually spent or at least committed in a PO(s) under the current award. And grant awards that must be split into two or more for the purposes of grant agreements in different federal fiscal years are considered to be one award.

Q. I read in the AGF that whatever is proposed, it must be “in alignment with MACCS.” Can you provide any more information or guidance?

A. There is no specific guidance regarding this AGF requirement. The determination as to whether a project related to the citation and/or crash systems does or doesn't align with MACCS is made during the review of a project first by the AGF Review Committee, then the Executive-level Traffic Records Coordinating Committee, and ultimately the Executive Director of the Office of Grants and Research, Secretary of Public Safety and Security, and the Governor's Office. For more on the project review process see the Application Review Process section on pages 8-9 of the AGF.

Q. As long as it would contribute to the safety of the local public ways in my town, a project could be brought forward for approval? I am curious as I have a community who have expressed concern on a daily basis for traffic enforcement on the majority of our local roadways. Could I implement a project which would provide the town with electronic radar signs to be set in various areas of town? These systems are programable and have Wi-Fi connectivity to record in real time speeds and traffic flow. I think the town would benefit from solar powered stop signs that flash as well. Am I on the right track for a project or not?

A. Unfortunately this grant program doesn't fund such signs (see page 7 of AGF under More of Equipment/Software Costs).

A better fit is the Office of Grants and Research's (OGR) annual Municipal Road Safety (MRS) Grant Program. Though the equipment choices through that program are limited and may change

each year or not even be offered. For FFY 22 the equipment choices were: Handheld Radar Units, Handheld LiDAR Units, Pole-mounted Speed Radar Signs, and Traffic Data Recorders. My understanding is your community has a MRS grant for FFY 22, so suggest you connect with the OGR point of contact for the town to learn more. You can learn more about MRS at <https://www.mass.gov/service-details/traffic-safety-grants>.

OGR offers other grant programs to support local police, so please keep an eye out for future grant opportunities that could also address your needs.

Q. Regarding your requirements for the FFY2022 STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT:

1. Whether companies from Outside USA can apply for this (like, from India or Canada)?
2. Whether we need to come over there for meetings?
3. Can we perform the tasks (related to RFP) outside USA (like, from India or Canada)?
4. Can we submit the proposals via email?

A. Please refer to the following part of the related Availability of Grants Funds (AGF) to address question #1:

“Only units of state and local government, state higher educational institutions, or not-for-profit organizations with a public purpose in Massachusetts are eligible to apply for this funding. Private sector organizations are not eligible to receive this funding.”

The AGF can also best answer your other questions.

Q. We have a system that contains linked records from crash data, acute hospital case mix, and driver license/history data for multiple years. We propose to analyze those linked records to assess the completeness, accuracy, and uniformity of key variables in crash data, including injury severity and alcohol and drug use variables. The assessments will result in presentations to the TRCCs for consideration of data quality improvement actions and projects. With the input of key traffic safety stakeholders, we would also conduct analysis of crash, hospital case mix, and driver data to provide stakeholders with relevant information to guide traffic safety measures. Our project would help address the unmet need from the Traffic Records Assessment to improve the data quality control

program for crash data. Further, additional years of data would be added to our system for deeper and more timely analysis. Would this project qualify for 405c funding?

A. It appears based on the information provided to date that this project qualifies for 405c funding. But please note the ultimate review for the project would be done during the review process described in the AGF.

Some inquiries above were edited for purposes of clarity. Please direct any questions about this document to Mr. Brook W. Chipman, Program Manager at OGR at brook.chipman@mass.gov. Additional Q&A that becomes available by the deadline for questions of 5:00 pm, 12/10/21 will be added to this document and made available on or about 12/13/21 at <https://www.mass.gov/service-details/traffic-safety-grants>.